GRUMMAN plane news

Vol. 33, No. 18, Bethpage, N. Y., October 14, 1974

Zusi named new head of Stuart Operations Center

Beginning of a new chapter in Plant 77, Stuart, Florida's history is the topic of conversation between (L to R) Art Melrose, general manager of Stuart, Grumman Aerospace President George Skurla, and Vice President Jim Zusi, newly appointed director of Stuart Operations. (Photo by Bob Settles)

On September 23, Grumman Aerospace President George Skurla announced the "promotion" of the Stuart facility (Plant 77) to operations status with the appointment of Vice President Jim Zusi as director of Stuart Operations. He will join Art Melrose, Stuart General Manager, in the new effort.

What does that mean? "Since the establishment of Plant 77 in the '50s, its operations — manufacturing, engineering, planning, and so forth — have been directly and indirectly controlled from Bethpage manufacturing," says Zusi. "But now Stuart is an individual operations center responsible for its own activities with the opportunity to plan its own growth."

The newly appointed director sees this new Operations center as a "great nucleus to build from." At present, the main activities undertaken by Stuart personnel are updating and overhauling Albatrosses, Mohawks and TC-4Cs; manufacturing for various aircraft programs which include E-2C wings and stabilizers, nacelles and thrust reversers for the Dassault, F-14 support equipment, weapons pylons and adapters as well as the F-14 aft section. (Zusi pointed out that three F-14 aft sections were recently delivered from Stuart to Bethpage on a single truck—two ahead of schedule!)

Stuart reminds Zusi of the early days at Grumman when he first started 35 years ago — a closely-knit working force with unlimited potential. Come October 15, he will be down in Florida permanently but he doesn't plan on spending much time in his office. He wants to develop that potential and feels the best way to achieve that is to be in close touch with the people.

Plant 77, Stuart, Florida, has come of age . . . but how it handles this new found maturity is up to its people.

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AF general: F-14 'super'

EDWARDS AFB — "Super airplane!" commented Maj. Gen. Robert Mathis, deputy for the F-15, Aeronautical Systems Division (ASD), Wright-Patterson AFB, Ohio, following an orientation flight in a Navy F-14 here Sept. 12.

The flight was the first half of a "swap" between the F-15 deputy and Rear Adm. John Alvis, F-14 project manager, Naval Air Systems Command.

General Mathis flew a simulated air combat mission from Point Mugu Naval Missile Center, 90 miles south of the flight test center, and landed here approximately 2½ hours later.

During the flight, three long-range intercepts were successfully performed against F-8 and F-4 targets in both look-up and look-down attack modes, and various aspects of the aircraft's operational performance were demonstrated to the general by Grumman test pilot Hal Farley.

"I am very impressed with the skill and enthusiasm of all the Navy and Grumman people I met," stated General Mathis after his flight. "The Navy obviously has a weapon system that's going to give it a fleet defense capability second to none."

Test ride. Air Force Maj. Gen. Robert Mathis (2nd R) is shown with (L to R) Charlie Brown, deputy director; test pilot Hal Farley; and Joe Smith, director of Pt. Mugu Operations for Grumman, before demonstration flight in F-14.

Admiral Alvis was scheduled to receive his McDonnel-Douglas F-15 ride late last month at Andrews AFB; a tenative landing site is the Naval Air Station, Patuxent River, Maryland, the Navy's counterpart of the Air Force Flight Test Center at Edwards.

At Pt. Mugu, Grumman Aerospace has been awarded a $5.4 million contract to conduct an F-14 weapon system follow-on program at the Naval Missile Center.

"Renewal of this contract for Fiscal Year 1975 reflects the Navy's confidence in Grumman's F-14 weapon system experience and capability" says Art Karle, F-14A Follow-On Program manager, "and their satisfaction with our performance during FY-74."

The contract calls for continued ground- and flight-testing of F-14 weapon system hardware and software changes and development testing of new concepts and systems. The SITS (System Integration Test Station) will be utilized for controlled verification of all system modifications and performance evaluation of all new systems prior to installation, and flight testing of F-14 No. 11. Closing the gap between ground and flight testing, the SITS will be rolled out for live target tracking evaluation over the Pacific

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Top crew. At Whidbey Island, Rear Adm. John Tierney, commander of medium attack and electronic countermeasures wing, presents trophies to Cdr. Steve Owen, skipper of VA-52, and Lt. Bob Knowles as top crew in simulated bombing competition.

Salute top Intruder crews

The "Intruder Ball" . . . east and west . . . is more than the biggest social event of the season for the Navy's A-6 Intruder community. Preceded by such things as fishing and golf tourneys, fashion shows, and various get-togethers, the annual event becomes more of a happening . . . one that's topped off as family, friends, high Navy officials, and contractor representatives gather at the ball for a gala awards night to honor the top individual and team performers from A-6 attack squadrons.

It was the same this year. Late in July at the Naval Air Station, Whidbey Island, Washington, the Navy's Intruder community recognized its top bananas at Intruder Ball "west," with Vice President Ross Mickey presenting a Grumman award to Cdr. Steve Owen, who accepted on behalf of the Knightriders of VA-52, recently returned from deployment at sea.

Commander Owen and his bombardier/navigator Lt. Bob Knowles were also recognized as the top A-6 crew of VA-52 during the squadron's annexation of the annual bomber stream championship. This year's competition marked the first time the new Grumman A-6E got into action in the bombing derby which was held at night for the first time and which included a timed take-off and low-level route to the target for simulated attacks on both fixed and moving targets.

Among the other awards presented at Whidbey were the Henry M. (also known as "Scoop") Jackson leadership trophy, presented to Cdr. Dick Dunleavy, commanding officer of VA-128; and top training awards —Grumman models—to the outstanding student pilot, Lt. Arb Ryland, VA-196, and student B/N, Lt. (jg) Stan Chapski, VA-145.

At Intruder Ball "east", held at NAS Oceana, Virginia, late in August, Lt. Bob Lowder, VA-176, was saluted as "Intruder of the year." Among the other awards were: maintenance officer of the year—Lt. Cdr. Bob Backlund, MATWING Staff; student pilot of the year—Lt. Greg Brown, VA-65; student b/n of the year—Lt. Dave Klemeneik, VA-85; squadron bombing derby winner—VA-34; best bombing derby day crew—Lt. Mike Schuster and Lt. Bob Ayers, VA-42; best bombing derby night crew—Lt. Cdr. Bill Galbraith and Lt. Bud Thurston, VA-34.

He is honored. Lt. Bob Lowder of VA-176, named Intruder of the Year at NAS Oceana, receives award from Rear Adm. John Dixon, commander tactical air wings, Atlantic.

He's 'Topcat' Navy fighter pilot

Lt. James Barwick of Fighter Squadron 31 was named the winner of the fourth annual Grumman "Topcat" award recently for "his superb performance as a naval aviator and for exceptional professional contributions to his squadron, the fighter wing, and the Navy." Barwick joins a select group of former Topcat winners. Capt. Uncas Fretwell received the first award in 1971 for accummulating the most flight time in Grumman fighters; in 1972. Lt. Randy Cunningham and Lt. (jg) Bill Driscoll earned the award when they became the first U.S. air aces in Vietnam; and last year, Cdr. Jim Taylor and Lt. Kurt Strauss were selected for the award for their F-14 flight demonstration at the Paris Air Show.

Unfortunately, Jim Barwick wasn't able to be at the awards presentation a "flag" dinner during the Tailhook Convention at Las Vegas a couple of weeks ago at which President George Skurla presented the award to Cdr. L. R. (Moose) Myers, commander of Fighter Wing One at the Naval Air Station, Oceana, Va., who accepted on behalf of Barwick.

Wizards raking them in . . .

The men of VAQ-133 who fly Grumman EA-6B Prowlers returned on August 3 from USS AMERICA and the Mediterranean to the good news that they had been awarded the COMNAVAIRPAC Battle Efficiency Award for the period January '73 - July '74. Capt. L. E. Kirkemo, Chief of Staff for Commander Medium Attack and Electronic Counter-measures Wing, Pacific, was on hand to greet the "Wizards" and announce the award. The Battle "E" is awarded each 18-month competitive cycle to the squadron of each type aircraft judged to be the most combat ready.

The Wizards also received the annual Chief of Naval Operations Safety Award for their outstanding safety record. The Wizards are particularly proud of the 1,853 accident-free hours accumulated during the past fiscal year.

VAQ-133 celebrated its homecoming and the second anniversary of EA-6B operations with an all-hands party Aug. 9, attended by Rear Adm. John Tierney, COMMATVAQWINGPAC.

After the heavy operational pace with Airwing Eight aboard USS America, the Wizards have resumed a "normal" schedule of training in preparation for a deployment early next year aboard the carrier J. F. Kennedy.

Another chance for awards . . .

Have an idea on how to cut time and costs on the job? Why don't you submit your idea to the Employee Suggestion Office.

- Write your suggestion on Employee Suggestion form (G799). Describe waht is being done, your idea for improvement, how it will help, and the estimated annual savings.
- Forms are availabel at every Employee Service Office and from the Employee Suggestion Office in Plant 5, Ext. 87311.
- Although it's not required, it's a good idea to discuss your suggestion with your supervisor, or you may wish to discuss it with your department coordinator or a Suggestion Administrator on Ext. 87311.
- The most important thing to remember is to submit your suggestion to the Employee Suggestion Office, Plant 5, Dept. 981. (Don't leave it up to your supervisor; it's your suggestion—and your responsibility.)
- All suggestions received are acknowledged immediately by returning an "acknowledgement copy" to the suggesters. If you don't receive your acknowledgement within a week after submitting it, your suggestion may have been lost in transit and you should contact the Employee Suggestion Office on Ext. 87311.

Now the rest is up to you. Good luck!

Pin meeting—subjects cover economics, 'meat 'n potatoes'

"What's happening?" That was the question—stated or unstated—on Tuesday, October 1, when approximately 150 people celebrating 15 and 20 years' service with Grumman Aerospace met with Board Chairman Joe Gavin and President George Skurla at Plant 5. With Jack Bierwirth, President of Grumman Corporation there to supply the parent corporation perspective, the discussions touched on a number of subjects including new business, old business, cost-of-living, benefits, world economics, budgetary squeezes, anl "meat and potatoes." Not all are covered in this replay by PLANE NEWS because some areas of discussion were far from the corporate scene and those who answered the questions prefaced their reply with the admission it was only "opinion."

Gavin indicated that the prospects were good for an announcement soon (it happened on Thursday afternoon) that Grumman had reached an agreement with a consortium of banks to provide a commercial credit line that had been suspended after the F-14 crisis developed more than two years ago. Amplifying on that issue, Jack Bierwirth noted that the agreement would permit the company much wider latitude in conducting its business than had been permitted under the advance payments arrangements with the Navy. Bierwirth also emphasized that the performance of the people within Grumman Aerospace had helped provide the credibility that enabled corporate officers to nail down the commercial credit agreement with the banks.

Look to future

With the commercial financing almost nailed down, what do the finances at Grumman Aerospace look like in the immediate future? Gavin stated that contract negotiations with the Navy affecting 1975 are going on right now. These negotiations include proposed future fringe benefits. Although he said the details had not been completely worked out, one of the fringes that will be added next year is a dental plan.

Regarding the company's efforts to ease the effects of the high cost-of-living, Gavin cited the accelerated merit raise program initiated in Aerospace last June—he pointed to a 96 percent "coverage" so far this year—and also indicated that as soon as the commercial credit financing has been accomplished Grumman Aerospace intended to review its financial position to determine if it would be possible to make additional money available for salary increases this year. "By the end of 1974," he said, "we should have done as well as anyone in our industry. We recognize that the increased cost-of-living has everybody up a tree."

Joe Gavin led off the meeting with a review of corporate affairs. How's business? "Pretty darn good," said Gavin. He pointed to such "top-notch" products as the F-14, EA-6B, E-2C, and A-6E. He did admit, though, that a recent Department of Defense decision could eliminate new A-6E production starting in Calendar Year 1977. Modification of A-6As to A-6Es would continue, however. The DOD decision would also stretch out F-14 buys starting in CY '77. Although the DOD decision was somewhat of a surprise, Gavin indicated that Congress must still vote on the measure next spring, leaving open the possibility that a compromise agreement on production rates for the A-6E and F-14 might be reached by that date.

Good product mix

For the long term, the Board Chairman pointed out, the "product mix is a good one." He held out the promise that with a little ingenuity — product improvement and technological spin-off into related areas—"we have a good chance of holding our own, even gaining in the future."

GAC has been active in solar and other energy areas, said Gavin, pointing to our participation in the Solar Satellite Power Station study, roof-top solar panels that are now being tested, and our very active participation in energy conservation within Grumman and in commercial areas as well.

Investigation of windmills is also continuing, he said, and "sooner or later we should find a type of wind generator that will be marketable." He cited as reasons for continuing this investigation into other possible sources of power generation the high—and going higher — cost of energy, whether it be coal, oil, or nuclear. And he foresees the energy crunch as getting even tighter in the future.

Bierwirth also touched on the expected move of Grumman American's Cleveland operations to its Savannah facility over the next 18 months. "Everyone working at Cleveland has been given the opportunity to go with the company to Savannah." The move, he indicated, is aimed at consolidating the company's facilities and personnel talents.

Before he closed, Gavin cautioned those in attendance that the Navy was facing the same sort of budgetary problems that Grumman and each individual in the company was experiencing.

The "meat and potatoes" was provided by George Skurla who reviewed the recent deployment of the F-14 aboard the carrier Enterprise — "VF-1 and VF-2 are achieving about 90 percent success in launching their Tomcats with all systems up, which surely is outstanding. In addition, Skurla noted that four VF-2 Tomcats tangled with four Marine F-4H Phantoms in a simulated dogfight, and easily outmaneuverd them. And, Skurla said, when Admiral Mickey Wiesner got his first backseat ride in the Tomcat, he termed it "the greatest thrill of my flying career."

Target: cost-cutting

Skurla also cited the successful return of the EA-6B "expanded capability" Prowler from its cruise aboard the America, the first deployment of the E-2C Hawkeye aboard the Saratoga, and the deployment of A-6E Intruders with VA-75 aboard the Saratoga.

"But we have to look good operationally at home as well as in the Fleet" he emphasized. "We must get costs down, eliminate costly re-work. We must continue to aim at being low cost producers and stay on schedule. Remember it's not *my* business; or *Joe Gavin's* business; or *Jack Bierwirth's* business. It's *our* business. Day-by-day we must try to be conscious of being cost effective and improving our production line efficiency.

Intruders go to sea. The 'Sunday Punchers' of VA-75 headed out to sea aboard the carrier Saratoga on September 27 for a six-month deployment to the Mediterranean area. This photo, taken by Dick Sander, shows VA-75 operations at the Naval Air Station, Oceana, Va., a few days before they left to embark aboard the Saratoga.

Named to new posts . . .

Among recent appointments in Grumman Aerospace are: Len Harmon, manager of Corporate Skills Certification; Sam Piazzola, director, Payroll Operations; Charles Buxton Sr., staff assistant to Treasurer-Controller for Iranian matters; Harry Milne, manager, Corporate Transportation; Ed Watts, assistant manager, Transportation; Frank Baumann, foreman, Calverton Transportation; John Mikals, program manager, Ozotherm Waste Treatment System; George Nelson, program manager, Nozzle Pump Operator (NPO) System.

In Grumman Data Systems: Dan Larkin, director for Development, Grumman Account. Reporting to Larkin are M. C. Blyseth, assistant director, Technology and Development; Gerry Fogel, assitant director, Quality Assurance; A. P. Picarelli, assistant director, Business Systems; W. M. Ratchford, assistant director, Programs and Projects. Also, William Barth, director, and John Belmont, assistant director, Systems Support. Reporting to Barth are Al Oerter, manager, Network and Data Communications; A. Josepher, manager, Compumetrics; F. Reinecke, manager, Systems Programming; A. MacKenzie, manager, Systems Evaluation.

Tuition forms

Application forms and updated general rules on the Grumman Tuition Reimbursement Program are available at Employee Service Offices and field base administration offices.

Students are reminded that applications for the fall term must be filed with the Tuition Reimbursement Office, Dept. 327, Plant 39, within 15 days of the school's last date of registration. For further information, please contact Helen Holzapfel, Ext. 3385.

Towl on commercial credit

'Everybody who has done their job well made contribution to loan agreement'

A big sigh of relief passed through Grumman on Thursday, October 3, when it was officially announced that Grumman Corporation had reached an agreement with a consortium of banks here and in Iran which provided the company a $200 million line of credit over the next four years. A few hours later, *PLANE NEWS* met with Clint Towl, Grumman Corporation Board Chairman, and Treasurer Bob Freese to determine what the agreement will mean to Grummanites and Grumman shareholders, and to review the events that led up to the agreement.

PLANE NEWS: The past two-and-a-half years have been described as the most critical in the 45-year history of the company. Would you review the events that led up to our differences with the Government on the F-14 and the financial crisis that resulted from it?

TOWL: One thing should be made very clear: The cost problems that developed over the F-14 contract were not those of overruns, technical snags, or deficiences in our performance. They had to do with national economic conditions that developed after the contract was signed in February 1969, conditions that made the cost of developing and producing the F-14 much higher than either the Navy or Grumman had been able to predict at the time. Remember, the F-14 was signed under a firm, fixed-price agreement —it was called a total-package procurement contract at the time — with options that ran for about eight years. That was the last such total-package contract, I might add, because the Government later admitted that it was impossible to predict costs that far in the future. That realization didn't help us, though. Well, inflation rose far above the predicted three percent that was called for in the contract and our business base was sharply reduced because of a curtailment of appropriations, which put a further burden on aircraft programs. Together, spiralling inflation and the reduced business base caused F-14 costs to go up. Before we settled the matter, Grumman — and Grumman only — had suffered losses of more than $220 million on the F-14 contract. The Government didn't lose a penny.

PN: Would you care to elaborate on, for the record, what you meant when you told a Senate subcommitte in the spring of 1972 that Grumman would have to "close its doors" if forced to continue producing F-14s through the entire life of the original contract?

TOWL: I forgot what the exact question was that prompted my remark that Grumman would have to "close its doors." It occurred during a meeting of the Cannon subcommittee on Tactical Air Power. I didn't mean that we would have been bankrupt immediately, but the cash flow was such at the time that if we had continued on the same course we wouldn't have been able to meet our payroll. You have money invested in brick and mortar and machinery, but when you run out of cash you can't pay people with brick and mortar. The grocer doesn't like that. And if we did pay them off in brick and mortar, you wouldn't have the facilities necessary to build airplanes. My statement was misquoted many times . . . and some people thought that I was threatening. I think we convinced them by just sitting down with them and showing the facts and figures. The Secretary of the Navy was finally convinced that there was no question that we *would* go bankrupt if we took Lot 6 of the F-14 contract. We figured we might be able to survive Lot 5. There were many, many meetings with the Secretary and his various assistants and military advisors. Every one of the solutions would have meant the demise of the Grumman Company . . . eventually. Perhaps we would not have gone bankrupt right then but we'd have become a third rate company, or fourth rate, maybe, or a subcontractor. Which, of course, wasn't exactly what I was shooting for after working some 40 odd years around here to help build this company.

PN: Following the hearings, Grumman lost its line of commercial credit. What impact did that have on corporate activities and how did we obtain the necessary funds to carry on our operations and meet the payroll?

FREESE: We managed to run the business from that time until August 1972 without credit being available to us but we had to operate on a very austere basis. The events of that spring and early summer had made Grumman ineligible for commercial credit; in early August we entered into an advance payment agreement with the Navy.

PN: In March of '73, Grumman and the Navy appeared headed on a collision course over the F-14. What changed the situation around and permitted Grumman and the Navy to reach an agreement on continued F-14 production?

TOWL: The situation in March of '73 was very critical. I had the papers sitting on my desk that would have instituted a suit against the U.S. Government . . . and when you start suing the U.S. Government, your best customer, you're in a helluva fix. There are two things that could have happened: We could have won the suit, eventually, in about three or four years but we'd probably have gone broke by the time we got there and we'd probably never have gotten another contract anyway. We could have lost the suit, of course. The end result would have been the same. We had to find a solution. You've probably heard about how I sat down at the end of the dock, fishing, trying to find a way out of the impasse. I did sit there all day, by myself all right, but I didn't have any fishing rod in my hand. I was wondering what the hell to do. Well, I came to the conclusion that if the Navy's financial advisors thought we could take Lot 5 and survive, we'd do it. But we knew we couldn't go any further than that. I called Jack Bierwirth and said, "Jack, we've got to take Lot 5 on the condition that they terminate anything beyond that and go on an annual buy, and that they continue the advance payment agreement until we can get back our commercial credit." Jack suggested calling the Secretary of the Navy to see if we could work out an agreement. He did that, and after 30 minutes or so the Secretary called Jack back and said, "Okay." I give the Secretary a great deal of credit in working like the devil for the benefit of the U.S. Government and the Navy, because he worked like a dog to get the job done.

We were having a special meeting of the board of directors in a couple of days to determine if we were going to sue the Government if we couldn't come to an agreement on the F-14 contract. The Secretary agreed to fly to Bethpage, not to attend the meeting, but to be on hand to answer any questions, should there be any, to try and expedite a possible agreement. The Secretary of the Navy flew to Bethpage that day in March '73—it was an awful day—and he flew around in the soup for an hour or an hour-and-a-half trying to land at Bethpage. If I were he I would probably have gone back to Washington and said the hell with it. He didn't, though, and finally landed at MacArthur. We postponed our directors' meeting until he could get back down on the ground. Our directors had been willing to go along with the basic agreement that we had worked out over the phone with the Secretary and his advisors, but no one wanted to go along with the agreement unless it was in writing. There weren't going to be any "golden handshakes" that were reputed to have taken place in other times — it was too critical. The Secretary agreed, too, that it was for everyone's protection so Mary (Dugan) and Wanda (Marcikiewicz) came into the office, sat down, and started taking dictation on the agreement right then and there. I guess it was about nine that night before it was finished and we had the agreement signed, sealed, and delivered.

And the Secretary kept it strictly on a business basis. He made sure that there could be no criticism in any way, shape, or form. That's basically the story. That was the agreement that provided us with continued advance payments, which allowed us to

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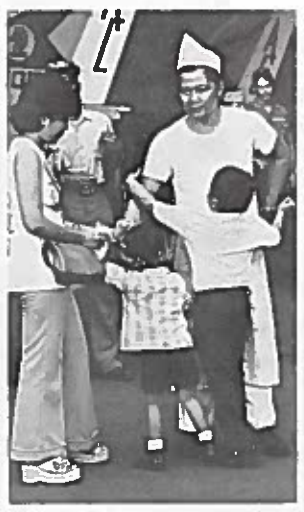


Embarkation. Grumman reps embark on USS Saratoga (above). Carrier Air Group Commander Capt. J. O. Tuttle (right) said E-2C bore "no comparison" to predecessors.

High Praise. AIMD Officer Cdr. Douglas Schaadt (above) felt that E-2C's "operational capability has not even been touched yet."

Photos by Dick Sander

Carrier Saratoga and 13 E-2C reps shove off for Med

The departure of a great ship always carries a certain drama with it. There were no bands playing at Mayport, Florida, as the towering gray mass of the USS Saratoga pulled away from its dock . . . but the excitement, the intense activity, all marked it as a dramatic moment.

For the Grummanites on hand for the occasion, and for those at Norfolk and Bethpage, it was a moment that was months, even years, in the making. The Saratoga carried the first deployment of the new E-2C Hawkeye, the most advanced avionics aircraft ever built by Grumman and the most advanced carrier airborne early warning aircraft operational anywhere today.

For most of those at the leave-taking on the pier, the deployment marked an end. For the 13 Grumman members of the fleet introduction team, it was just a beginning. These men compose the fleet deployment team and are sailing aboard the Saratoga on its more than six-month cruise to the Mediterranean — and that "cruise' is nothing but hard work.

"Everybody's keyed up," says Grumman team leader Bob Walsh, who also headed up the fleet introduction team at Norfolk before deployment. "It's the first time the airplanes have really been out on an extended cruise and no matter how thorough the preparations have been, you can't duplicate the real thing."

Walsh, who has been on a number of other deployments, pretty well summed up the feelings of most of the Grumman technical people aboard. "We all have a feeling that 'this is it'—this is what we've al been working for since last summer.

"Working aboard a ship is like no other job," he says. "You have to be wrapped up in your work. On a carrier there's no place to hide; you can't just go home and watch the tube."

The Grumman representatives aboard, who serve as technical trouble-shooters, wear officer-type khaki uniforms but with a special insignia on the collar. They receive the same kind of accommodations as ship's officers, including meals in the wardroom, and a small, rather spartan "stateroom" shared with another team member.

Life aboard ship can be monotonous, as well as challenging. When a problem develops, the Grumman men are literally "on-the-spot." Also, life at sea requires some adjustments. "Civilians aboard ship must 'make their own berth' . . . make their own life aboard ship," says Walsh. "You have to integrate yourself into the ship; the Navy can't integrate you."

And the cruise requires many months away from home and family—months of hard work and cramped quarters.

Considering these hard facts of life it might seem surprising that instead of grumbling among deployment team members there's only a matter-of-fact determination to prove that the E-2C is every bit as good as it seems to be. It's a determination that should pay off.

The Saratoga is a tough, challenging assignment for the Grumman team. But, like the Navy men they serve with, they know their job and they do it.

2,500 Hours. **Cdr. Tom McClenahan (below) is the CO of RVAW-120, the training squadron that logged well over 2,500 hours on the E-2C before the plane's deployment.**

E-2C's Heart. **Complex avionics gear is checked out and repaired (above, left) at Plant 2 in Bethpage. Plant 2 handles about 30 units for the E-2C each week.**

Photos by Dick Sander

Months of work precede E-2C's Med deployment

The September 27 deployment of VAW-123 and its four new E-2Cs was 16 months in the making. Those 16 months, encompassing the E-2C fleet introduction phase, involved the efforts of several thousand Grummanites as well as Navy personnel, working 12 and sometimes 18 hours a day, in order to bring the E-2C from the hangars of Plant 4 to full operational readiness aboard the USS Saratoga.

In May 1973 the first of the Gruman fleet introduction team arrived at Norfolk Naval Air Station, Virginia, a few weeks in advance of the new E-2Cs. The E-2C introduction team served as on-the-spot trouble shooters for all the new Hawkeyes at Norfolk, ministering to the program's maintenance, supply, technical and related requirements.

Their efforts over that period seem to have paid off in one of the highest Operational Readiness percentages in the Navy. According to E-2 Program Director Tom Guarino, there were several good reasons for that.

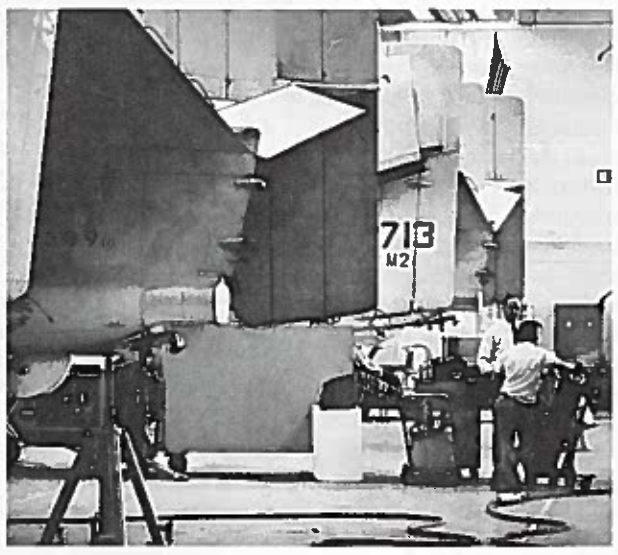
Unlike most similar fleet introduction programs in the past, the E-2C program set up a separate fleet introduction organization composed of field service, support, engineering and manufacturing, led by Jim Philbin, assistant to the E-2 director. The key element of this organization was Fleet Introduction Manager Jim Scanlon. Scanlon's job was to keep both ends of the Bethpage-Norfolk pipelines working smoothly with each other. Commuting regularly between Plant 15, Bethpage, and Norfolk, Scanlon had both the authority to get things done at Bethpage and a first hand familiarity with the introduction team's needs at Norfolk. "The concept of fleet introduction manager was instrumental in achieving much closer rapport with the people at Norfolk," observes Guarino. Instrumental in keeping people in touch was the use of Grumman's two-engine Beech Baron which flew regularly between Bethpage and Norfolk carrying personnel and supplies for the Norfolk team.

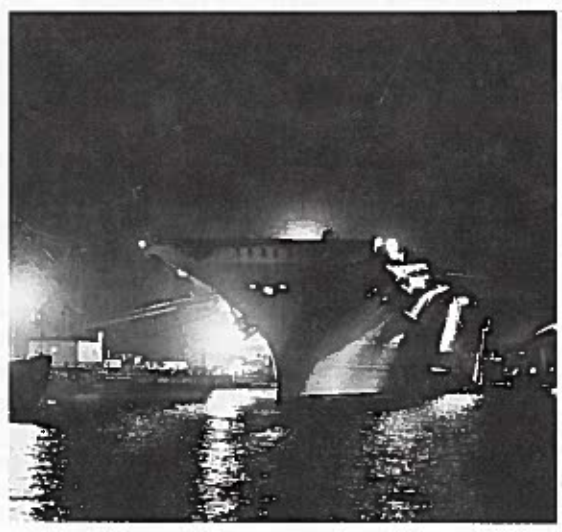
Also invaluable, says Guarino, was the "outstanding" support and cooperation from the Field Service office at Norfolk, headed by Wes Moseman and number two man Ray Snedecor, who are the on-site representatives for all the Grumman programs at Norfolk.

Spare parts supply, always a thorny question at deployment, was alleviated to some extent through a special management agreement with the Navy through which Grumman assumed supervision of the Navy-owned spare parts for the E-2C. This proved to be a more logical as well as efficient arrangement for both the Navy and Grumman, since the Grumman responsibility for preparation of E-2Cs for the fleet almost necessitated undivided responsibility for the parts instead of split control.

Because Grumman controlled the spares, needed parts could be speedily provided, with parts frequently being flown down the same day with the help of the Beech Baron. "With the Augmented Sup-

At Norfolk. **Team leader Bob Walsh discusses a problem (left) with Ray Snedecor of Field Service. VAW-123 CO, Cdr. Ken Hutchinson (below) goes over final details of deployment.**





port Program," says Philbin, "the E-2C program not only achieved fast delivery but also was able to maintain complete accountability." Adds Philbin, who also serves as special assistant for off-site operations to the E-2 program director, "The E-2C is the only Grumman program presently enjoying this flexibility."

The "Mod Squad," what one introduction team member only half-jokingly called "Grumman's secret weapon" at Norfolk, also played a part in successful deployment operation. The Update Program team, composed of skilled shop personnel from Plants 2 and 4 in Bethpage, was responsible for performing all necessary changes coming out of the Navy's BIS trials (Board of Inspection and Survey), as well as bringing all E-2Cs and their space parts inventory into the same standard configuration required before deployment.

The 25-man team, nicknamed the "Mod Squad" because of the hirsute and unconventional appearance of some of its younger members, will not be finishing its work at Norfolk until some time after the first of the year when the team is scheduled to complete its tasks and return to home base at Bethpage.

But not everyone assigned to the fleet introduction program at Norfolk will be going home. For many members of the fleet introduction team the greatest challenge has just begun—they sailed with the USS Saratoga as part of the Grumman E-2C onboard deployment team. These 13 Grummanites, led by Bob Walsh, will accompany the carrier to the Mediterranean for the entire six month cruise.

With the help of some of the electronic wizardry aboard, such as VAST (Versatile Avionic Shop Test), a roomful of electronic gear designed to isolate failed avionics components, the Grumman team will be working with the Navy technicians to make sure that VAW-123's first cruise with the new Hawkeye goes as smoothly as possible.

The departure of the Saratoga is by no means the end of the story at Norfolk. Already a new introduction team has been assembled to get ready for the next big job: the second E-2C deployment, this one with VAW-125 aboard the USS John F. Kennedy. When the E-2C goes aboard the Kennedy next spring it will be joined by two F-14 squadrons. It marks the second deployment for both aircraft.

Operating together, the E-2C and F-14 are expected to be greater than the sum of their parts. With both planes representing the peak of their respective technologies and both with communications and other gear designed specifically for combined operation, the planes will comprise the most formidable combat force in the sky.

Loan agreement: how it came about

(Continued from page 4)

continue to provide the Navy with the F-14s they wanted, and would—after Lot 5 was completed—cancel the original contract and put subsequent F-14 buys strictly on an annual basis.

PN: There has been much criticism in the press and by some others about the investing of advanced payment monies in short-term securities. Would you explain Grumman's position?

FREESE: When we had commercial credit available to us—before we got advance payments from the Navy—we had arrangements with the bank to borrow and repay monies on a daily basis, which, by the way, reduces interest payments considerably. When we entered into the advance payment agreement with the Navy we requested a similar provision. They refused. They said that would become an administrative nightmare for them. They just weren't set up to handle those types of transactions. They didn't want us to be able to borrow or repay more than once a month. It was either out or in, once a month, but not both. So we were put into a position where we would have to borrow early in the month for our total requirement for any given month.

Because of the cash flow as it exists at Grumman, where we collect the primary amount of payments from the Government semi-monthly, we could have, on any given day, large surplus loan funds. It would be extremely foolish to let the balance of the unused cash sit in a bank as a demand deposit . . . the only one to benefit from that would be the bank. As prudent businessmen, we had no alternative but to invest the surplus money on a short-term basis. We did earn money on these investments, of course, but earnings helped reduce the amount of money that we required from the Government. And I might add that when we first entered the advance payment agreement, the interest charged to us by the Navy on the loan was *higher,* not lower, than the prime bank lending rate at the time.

TOWL: The agreement specifically provided that we could invest surplus funds in U.S. Government securities. We did nothing more than the agreement said we could. Even Senator Cannon said during Senate debate on the matter that he considered our actions to be what any prudent person would have done under the circumstances. And that's what it was, a prudent business move. If you're doing a billion dollars worth of business a year, you're talking about $100 million a month, or thereabouts. You have to think about collecting $50 million or $60 million at a clip. You use the money maybe one or two days a month, for payrolls, or you may have to pay vendors and so forth, but you're also keeping huge sums of money sitting in deposit for the other 28 days of the month. That's a lot of dough to just let sit there. With interest rates the way they are, we could be paying something like $10,000 a day for interest charges on a big loan so you try to invest surplus money whenever you can.

PN: Would you review how we went about trying to regain our commercial line of credit after we lost it in 1972?

FREESE: We actually lost the credit line in April of '72. Almost immediately thereafter Grumman prepared a bid on the space shuttle so we started at that time to put together a credit that would only become operative if we had been awarded the contract. When we lost the shuttle contract that commitment no longer held. At that point we again started to do the things that were necessary to bring commercial credit back into Grumman.

TOWL: At that time, there was nothing that we could do to bring commercial credit back to Grumman, in my opinion, until the agreement in March '73 was signed.

PN: That agreement was the key, then?

TOWL: Absolutely. The banks basically were right in withdrawing their commercial credit under the circumstances as they knew them at that time. The banks are not interested in foreclosing or trying to sell your properties to recoup their money. That's the last gasp.

FREESE: We were on an absolute disaster course. There was no way we could have come out of it under the existing F-14 contract.

PN: What liaison did we set up with banks likely to provide funds and on what matters did we keep them informed?

FREESE: Even though you know you are not bankable — to the extent that you can not secure credit — you still have to deal with banks to run a business this size. So what you want to try and do is establish relationships with banks so that when the time comes they can think of us as having a *borrowing* relationship in addition to a *banking* relationship with them. If you do this, you feel fairly confident that they will respond. One of the most important things for any bank to know before they make a determination to give anybody credit is that they truly understand the company. So what we had intended to do back at that point — that's the summer of '72 — was to select a group of banks that we felt formed a good nucleus for the future and keep them absolutely up-to-date on everything that was happening within Grumman, so they would be very knowledgeable about the company and so they would have built themselves a very nice information base that they could operate from when we did make a formal request for credit.

TOWL: This was laying the groundwork. It gave them confidence, too, because after you tell them something, they see it develop and materialize. They do have confidence they're not being kidded. So by the time that you want to go in and re-establish a credit line, they know your past history; they won't have to learn it overnight.

FREESE: What you do, in effect, is give them a chance to do their homework when you're not making any requests. It's a chance for both sides to get to know each other. They also have an opportunity to become very knowledgeable about Grumman affairs.

PN: There have been reports that the Iranian decision to buy 80 F-14s, in some ways, made obtaining bank financing more difficult. Is that true?

FREESE: Well, it was an unusual situation. It was beneficial to us because, obviously, we would have more business coming into the house, business that is going to be profitable for us. But on the other side of the coin, in order to finance that Iranian business we would need more credit available to us.

PN: So it increased our financial needs?

FREESE: Exactly. So it was good news with a but.

PN: Was there any time when negotiations looked bleak, that perhaps they wouldn't be successful?

TOWL: I don't think it was ever really bleak; it has been most difficult, however. I think Bob has done up a bang-up job in handling the banks, even before we were in negotiations. They're in business don't forget, and a loan agreement like this — any loan agreement — over a period of time is not easy to live with. It has restrictions I would fully expect. There are certain things that we can't do, but I would say that the restrictions that we have on this are quite proper. There are some things in the loan agreement that are prohibited without their permission. That doesn't bother me in the slightest; because if it's a good deal for the Grumman Company it is also a good deal for the banks. If it isn't a good deal for the Grumman Company we shouldn't go into it anyway.

PN: So that you realized there would be restrictions and you accept them and don't feel it will be detrimental to our operations?

FREESE: These are reasonable restrictions and they are really geared to protect the bank in case something unforeseen happens. In our normal conduct of business it should have no affect on us at all.

PN: What actual effect did that Senate decision to turn down advance payments to Grumman have on our negotiations to secure commercial credit?

FREESE: What it really did to us was to compress the time period in which we had to work to accomplish the loan. Commercial credit was not something we started thinking about the day after the Senate vote; we have been working on this specific plan for quite a few months. And the Senate action drastically cut the time that we had to accomplish the agreement. It produced a lot of pressure on both ourselves and on the banks that we've had to negotiate with.

TOWL: If we had gone into the advance payment loan that had been approved by the Navy, we would have still followed the same course with commercial bank arrangements. But we would not have been compressed in time so severely. I don't know if many people realize how close things really were. It was damn close. The advance payment loan from the Navy has a provision in it that we could pay it off at any time at our option, which is exactly what we were planning to do.

PN: Did we have to do that under terms of the loan agreement with the banks?

FREESE: Yes, commercial banks do not want to be a co-lender with the Government.

PN: Who was on the team that accomplished the loan?

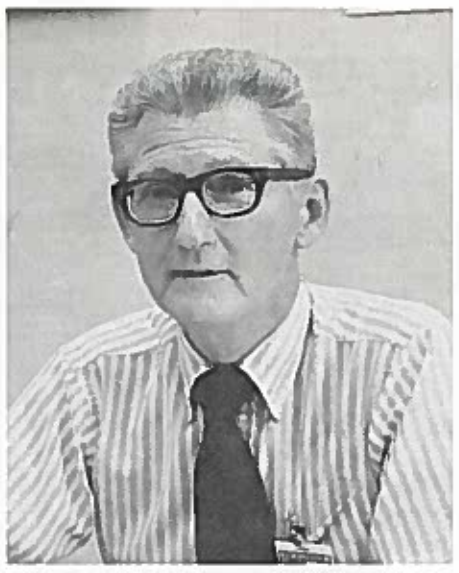
FREESE: There were many, many people involved who made significant contributions. They were from Grumman Corporation, Grumman Aerospace, and all other Grumman companies as well. Everybody supplied information to us.

PN: What, in your opinion, was the clincher? What really convinced the banks that Grumman was a good risk?

TOWL: I think that we had a pretty convincing story to tell. We had to supply them with an awful lot of figures, projections of one sort or another on all of our companies on what we were going to do. This was confirmed in some cases by the Government's projections—it wasn't a guarantee, of course. It is a good risk because this is nothing more than an inventory loan; an inventory work-and-process loan. That's all it is. You have the work and you have to finance it. The Government already provides 80% financing of our defense contracts through progress payments but it's a hell of a lot of money on top of that to carry the other 20%. Should the Government cancel a contract, we wouldn't need as much money. We don't buy for inventory; we don't build on a contract unless the Government agrees to buy, so there's no fear of being caught with a large inventory and no buyers. Of course, there's no question that there wouldn't have been a chance in the world of carrying this thing as far as we did if the F-14 hadn't been as good an airplane as it is and we hadn't been on schedule at the end of last year. If we'd been staggering along at that time I think the whole story might easily have been different.

(Continued on page 9)

Joe Kingfield



Bob Fitzpatrick

Name three to new posts

(Continued from page 1)

They like to be referred to as "The Grumman Action Center."

Prior to his recent appointment, Zusi was director of Operations Quality and Corporate director of Safety.

Former deputy director of Quality Control Joe Kingfield has been appointed director of Operations Quality, reporting to George Skurla. In his new position, Kingfield "will be responsible for the development and implementation of effective policies and procedures in the areas of quality, reliability and industrial and product safety for Grumman Aerospace."

Fred Rowley was appointed deputy director of Operations Quality. In addition he will act as corporate director of Safety with responsibiilty for "corporate safety, flight control safety, systems (product) safety programs." Rowley is located in Plant 5 and may be reached on Ext. 1602. He reports to Kingfield, who is also in Plant 5, Ext. 2606.

In Grumman Corporation, Bob Fitzpatrick, former director of Quality Control in Grumman Aerospace, has been appointed Corporate Director of Quality and Safety. His efforts will be directed toward "the continuance and enhancement of the Grumman reputation for quality in all its services and products, and safety in its operations, for all the subsidiaries." His primary goal will be "to insure compliance with the federal Consumer Product Safety, and Occupational Safety and Health Acts, and other related legislation." He reports to John Carr, Vice President - Administration. Fitzpatrick will be located in Corporate Headquarters and may be reached on Ext. 2642.

Set retirement meeting Oct. 23

If you're scheduled to retire from Grumman this December, the Pension Department urges you to attend a special pre-retirement meeting on Wednesday, October 23, from 8 a.m. to 12 noon in the conference room, Plant 28. Notices have been sent to those persons who are scheduled for normal retirement on December 31, 1974.

Representatives of the Social Security Administration will attend the meeting to explain such areas of Social Security as worker's benefits, entitlement, enrollment of special cases (retarded children, students), spouse's benefits, etc.; also Medicare, including exclusions, current hospital practices, filing claims, etc.

A Grumman representative will discuss such areas as terminated employee's insurance — description of coverage and limitations (supplemental to Medicare), clarify any misconceptions of coverage, dependent children, etc.; pension — method of computing, types, commencement, level income (for retirees under age 62), taxes, cost-of-living adjustment, etc.; miscellaneous—Investment Plan, life insurance coverage and conversion, unemployment insurance, disabiilty, Retirees' Club, Credit Union, etc.

Should you have any further questions, please call Joe Placenza, Ext. 9179.

plane
GRUMMAN
news

Published twice a month for the employees of Grumman Corporation, Bethpage, N. Y. 11714, as a function of the Public Affairs Dept., Vice President J. B. Rettaliata, director.

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Great River plans open house

On October 27 Grumman's new Great River facility will open its doors to all Great River personnel and their families. This, the first Family Day ever at Great River, will provide them the opportunity to tour the new Grumman facility, comprising the main avionics production plants for Grumman. The event will be held, rain or shine, from 10 a.m. to 3 p.m.

Visitors will have a chance to tour Plants 43 and 44. Among a number of avionics assembly areas on display will be cable and harness fabrication.

In addition, static displays and photos of Grumman products will be exhibited in the Plant 43 lobby.

Only those persons who work at Great River will be admitted to the event. Grumman employees will have to wear their company badges; family members will receive special Family Day tags. The tags, as well as a visitor's kit, will be provided during preregistration at the Great River ESO office, the week of October 21 - 25.

Towl speaks on commercial credit

(Continued from page 8)

Everybody in the company who has done their job well has made their contribution toward this agreement.

PN: How will the loan interest rate affect our business? How do you see the future?

FREESE: I would say the future looks very well. Our projections have convinced the banks that this is a good credit. It's obviously in our own interest to hold our borrowing down as low as we can because there are substantial savings when you're faced with those interest numbers. So we will be on a very severe cash-conservation program.

PN: How do we draw on these monies? Is it on a day-by-day basis as we need it?

FREESE: It won't be quite that often. We'll probably borrow weekly. It depends on our requirements, but we must give at least three days' notice.

PN: In 1970, during an interview, you said, "the greatest thrill in life is . . . tomorrow." How were your tomorrows these past 2½ years and how do your future tomorrows appear to you now?

TOWL: I am looking forward with a great deal of anticipation for tomorrow, literally. But I'm glad that I was available to be able to help during this period. Yes, I still will say to you that "the best day in my life is alway tomorrow," but for the past 2½ years I sometimes wondered if there was going to be a tomorow.

Idea award list still growing

Among Project Sterling awards in recent months were:

$75 - Michael D'Ambrosio, Tool Control, Pl. 2; Lawrence Burke and Joseph Wickel, both of Gov't Mat. Cont., Pl. 6; Irving Ballou and Russell Alderman, both of Electronics Rep., Pl. 6; Joseph J. Molinaro and Bruce Cecere, both of Electronics Rep., Pl. 6; Russell Ewers Jr. and Leonard Anderson, both of Honeycomb, Pl. 3; Elvin Burger, Crew Loading, Pl. 36; Angelo Moscato, Hydraulics, Pl. 36; Elvin Stallworth and Walter Jackson, both of Alodine, Pl. 2; Arthur Granata and Nicolo Romano, both of PS Digital Engg., Pl. 15; Henry Lobato and George S'avik, both of Config./Data Mgmt., Pl. 25; William Daigneault, Release & Control, Pl 35; Fred Hoff and Francis Leuscher, both of Standards, Pl. 35; Louis Baldassin, Equipment Lines, Pl. 1; Mark Thum, Servo-Train. Dev., Pl. 2; Martin Ott, P/S Verif. Q Prod. Support, Pl. 2; Carl Wennberg, Sub-Assembly, Pl. 1; Charles Randazzo, Fuse. Sub-Assembly, Pl. 1; Francis Rattinger, Convent. Mach., Pl. 3; Wallace Kondratowicz, Meas. Stds., Pl. 6; Lorenzo Zacarese, Sub-Assembly, Pl. 1; William McAlpine, Major Sub-Assembly, Pl. 1; Robert Groeber, Sub-Assembly, Pl. 1; Frederick Caretto, Inspect.-Mech., Pl. 1; Paul Aversano, Major Sub-Assembly, Pl. 1; Rudolph Werns, Avionics Develop., Pl. 7; Richard Corrigan, Methods Engg., Pl. 1.

$50 - Francis Loiacono, Fuse. Sub-Major Assembly, Pl. 1; William Mytko, Final Assembly, Pl. 1; John Transue, Ordnance, Pl. 6; Joseph Mystkowski, Norbert Osiecki, and George Quinn, all of Config./Data Mgmt., Pl. 1; Edward Smyth, Sub-Assembly, Pl. 1; Edwin Ferris, Instr. Projects, Pl. 7; Henry Patterson, Sub-Assembly, Pl. 77; William Arnold, Honeycomb, Pl. 3; Ronald Evans, Sub-Assembly, Pl. 1; Edward Cooley, Sub-Assembly, Pl. 1; Harold Naperstek, Fuse. Assembly, Pl. 1; Bruce Bender, Hydraulic, Pl. 2; Frederick Menges, Maint. Indust. Cntrl., Pl. 44; Adrian Hersey, Fuse. Assembly, Pl. 1; Rosario Strazzeri, Major Sub-Assembly, Pl. 1.

More on F-14 . . .

(Continued from page 1)

Missile Range. The program also provides support for on-going Navy test efforts on the West Coast and for the training of Navy personnel in SITS.

"This is a terrific marriage of facilities, Grumman technical capability and Navy requirements," says Joe Smith, director of Pt. Mugu Operations for Grumman. "The experience has been rewarding for both the Navy and Grumman."

OBITUARIES

ROBERT VAN WYMERSCH of Controls and Mechanisms, Plant 30, died October 1 at the age of 27. He had been with Grumman since 1970 and lived at 3760 Jerusalem Ave., Seaford.

HAROLD P. BANGS of Electrical Fabrication, Plant 43, died September 26 at the age of 56. He had been with Grumman since 1945 and lived at 1 Front St., Bay Shore.

WILFRED REYNOLDS of Maintenance, Plant 12, died September 25 at the age of 59. He had been with Grumman since 1959 and lived at 130 Underhill Ave., Roosevelt.

DONALD W. DE HAVEN of Structures, Plant 6, died September 21 at the age of 59. He had been with Grumman since 1973 and lived at 67 Claremont Ave., St. James.

ARTHUR SILVIA of Electronics Test, Plant 4, died October 2 at the age of 59. He had been with Grumman since 1966 and lived at 1072 Oak Neck Road, Bay Shore.

'Energy crisis real', warns Gavin, urges conservation steps

Our nation's energy problems are not over. In fact, our oil imports are larger now than before the Arab oil embargo in 1973. Our dependency on imported oil continues to increase — worsening our country's balance-of-payments problems — and the cost of energy continues to rise. Although the present outlook for sufficient near-term fuel supplies is favorable, our nation's energy problem has not *gone away*. It will be with us for many years to come.

Following prototype work in Plant 25, Grumman Aerospace initiated last year a company-wide program of energy conservation to reduce our demands on the energy resources available to Long Island. Our in-house program has produced significant energy savings — our overall energy consumption is 17 percent below our normal energy usage levels in recent years although our production output is increasing. We've conserved about 1.5 million gallons of oil and over 22 million kilowatt-hours of electricity over the past 12 months, which represents a total oil savings equivalent to the heating needs of about 3,200 homes on Long Island.

Grumman Aerospace, as a major national defense contractor and the largest employer on Long Island, is expected to set an example. We have a responsibility to help develop a national energy conservation "ethic"— because conservation is the key ingredient of any of the energy "solutions" now being debated. We must also be prepared to keep our plants operating under conditions of a potential energy shortage.

Our energy conservation progress has been good but we can do considerably more. President George Skurla, our chief operating officer, is initiating these steps to increase our efforts to conserve energy in our plants and manufacturing operations:

- Energy Monitors are being designated for all of our plants to maintain on-site awareness of energy usage.
- Energy-saving modifications are being pushed in plants and manufacturing facilities.

In addition, George has designated Administrative Vice President John O'Brien as Grumman Aerospace's Energy Conservation director, with responsibility for:

- Implementing measures necessary to keep plants operating during conditions of energy limitation or shortages.
- Undertaking energy-saving modifications to facilities.
- Establishing energy-conservation codes and ground rules for future plant modifications and new construction.
- Designating an Energy Conservation Steering Committee, composed of key representatives of all major energy-using operating divisions of the company, to advise and coordinate the energy conservation activities within Grumman Aerospace.

Furthermore, I urge everyone to make energy-saving suggestions through Project Sterling so that our overall energy conservation program may benefit from everyone's ideas.

Saving energy and using it wisely is everyone's job. Although the energy problem is not in the headlines as often today as it was last winter, *the energy crisis is real*. We can all help to relieve this situation by not wasting energy. Through energy conservation, we can all make a significant contribution toward our nation's goal of becoming self-sufficient.

Joe Gavin

Annual Art and Photo Show slated for November 11 to 17

With showtime just one month away, there's still plenty of time to brush those finishing touches on your oil portrait or to capture that perfect sunset on film.

The annual GAA Art and Photography show is scheduled to begin on Monday, November 11, when entries will be accepted at the Plant 28 auditorium from 12 noon until 1:30 p.m. and again from 4 to 6:30 p.m. Entries will also be accepted on Tuesday, November 12, and Wednesday, November 13, during the same hours. At Great River, Don Spetta, Ext. 1544, and at Calverton, Joe Tagliavia, Ext. 845, will arrange to have your work exhibited.

The display will be open to the public starting Thursday, November 14, from 4 to 7 p.m. On Friday, November 15, exhibit hours are 12 noon to 1:30 p.m. and 4 to 7 p.m., while on Saturday, November 16, and Sunday, November 17, the show will be open from 12 noon to 4 p.m.

Categories in the Art Show are:

1. Oil, plastics, acrylics — landscapes, seascapes
2. Oil, plastics, acrylics — nonobjective, abstract, still life, misc.
3. Oil, plastics, acrylics — figure, portrait
4. Oil, plastics, acrylics — nature (animals, birds, etc.)
5. Watercolor
6. Pastels
7. Black and white, graphics, etc.
8. Sculpture

Paintings should be framed, wired, and ready to hang, and may not exceed 48 inches in length or width, including frame. And GAA reminds all exhibitors that entries should have been completed during the past year; entries from past years will not be accepted.

Categories in the Photo exhibit are:

1. Black and white — scenes and misc.; still life and abstracts, people and human interest, animals and nature
2. Color prints — scenes and misc., still life and abstracts, people and human interest, animals and nature
3. Color slides — scenes and misc., still life and abstracts, people and human interest, animals and nature
4. Architecture
5. Snapshots (photo taken with hand-held camera and informally taken; maximum size 4 x 5 inches)

Among the other exhibit rules established by the GAA are: color prints and black and white prints must be mounted and suitable for showing, with minimum size 8 to 10 inches (except for snapshots). Photos must have been taken during the past year; entries from previous photo shows will not be accepted.

GAA also notes that a person can win only one award in the same category. For further information, call GAA, Ext. 2133 or 2269.

The rivet with a Russian accent

If you've ever seen anyone casually toss a seemingly insignificant nut or bolt aside, to be lost forever you may be surprised to learn that there's more to that small piece of metal than meets the eye. In fact, each bolt, rivet and metal detail at Grumman could probably tell quite a tale—a tale of exotic places with more than a little international adventure.

A typical machined nut of type 304 stainless steel, say, far from being just a simple hunk of metal, is an alloy of six different materials: carbon (0.01 percent), manganese (2 percent), silicon (1 percent), chromium (20 percent), nickel (10 percent) and iron (67 percent).

The chromium in that small piece of metal probably originated somewhere on the steppes of Russia (100 percent of U.S. chromium is imported from the U.S.S.R.), the manganese probably hails from somewhere in Brazil, and the nickel most likely from some part of Canada. The iron ore, the largest constituent of stainless steel, probably comes in part from Canada, as well as from other lands.

Stainless steel is an important constituent of an enormous range of common manufactured items, including most of those produced by Grumman. But should the supply of any of stainless steel's constituent materials be cut off, as the result of economic sanction, for example, its production would be severely hampered. In the case of chromium and nickel, production would be virtually impossible.

The fact is, the U.S., once a great supplier of raw materials to the world, now is becoming increasingly dependent on outside sources for many essential materials. The American economy's appetite for raw materials is voracious. Taken on a per person basis, the average American expends annually: 1,200 pounds of iron, 50 pounds of aluminum, 25 pounds of copper, and 15 pounds of zinc.

So the next time you see someone toss a "useless" piece of metal in a corner, think about the many lands that gave it birth and, less sentimentally, where the U.S. is going to find the materials to replace it.

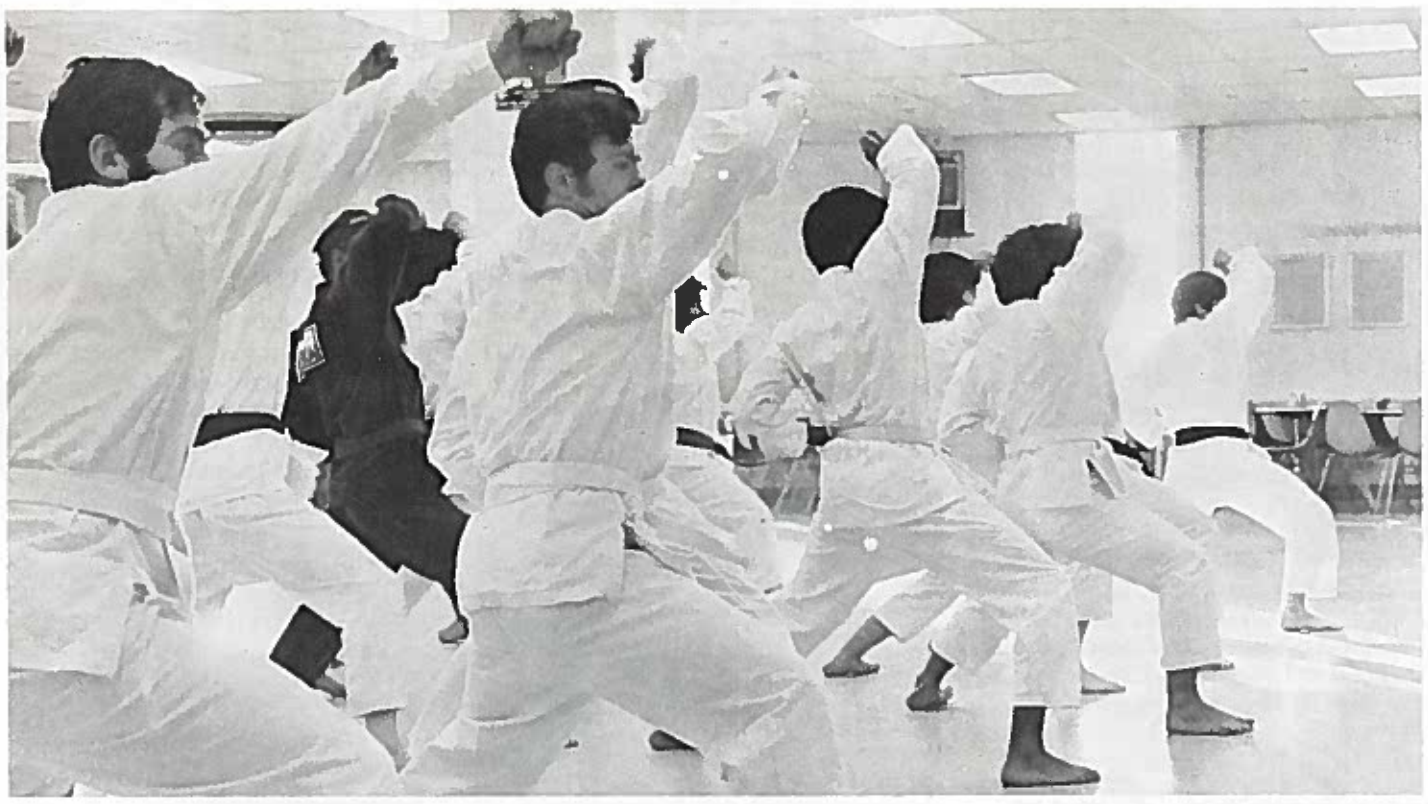
***All figures courtesy of Al Mead.**

Taler De norsk? Know any German? Then contact G.I.I.

Can you speak, read and write a foreign language fluently — fluently enough to be a translator? If you can, Grumman International would like to know. From time to time, G.I.I. has documents that need to be translated to support overseas efforts; your help would be appreciated and remunerated.

If you do have this ability, please send the following information to Al Wallace, Grumman International, Corporate Headquarters Building.

Your name, department, plant, telephone extension, the language, and the degree of fluency: read? write? conversational? technical?



Getting kicks out of karate

If you happen to hear grunts and hisses coming from the Plant 35 cafeteria some night, it is not some poor soul suffering from indigestion.

Every Tuesday and Thursday from 5:30 to 7:30 Grummanites and their families, garbed in their gi (exercise garment), study the ancient oriental martial art of shotokan karate. In every session, Jean Esquerre and Roland Pinkney, brown belt holders with a combination of 16 years' experience, direct the club members through various *kata* (forms) and exercises.

Big following

The Karate Club has been a big success with its participants. Vincent Fasano's 12-year-old son, Glyn, joined the group three months ago. "I was looking into several karate schools for Glyn so he could learn self-defense. Then I heard about this Grumman group and found out that it is economical plus you receive individual attention." Glyn is really involved in karate now . . . but while he's learning self-defense "he has also gained a lot of selff-confidence." Has Glyn's father joined the club "Not yet," says Glyn, "he says that he's too old . . . but I'm working on him."

One day Joe Maniscalchi and Victor Interlandi were discussing oriental martial arts and someone mentioned to them that Grumman had a karate club. The next Tuesday they both went to see the action . . . and they haven't missed a session since.

'Ideal' for beginners

Tony Ortiz studied gojo karate while in college. Comparing the Grumman club to his previous instruction, he says, "It's ideal for the beginner and intermediate student. There's a great group of people here. And it's much more economical compared to the karate schools advertising today on radio and television."

The Grumman Karate Club is accredited by the N. Y. Karate Association and is open to all Grumman employees and their families. One night a week, Joe Gayol, a third degree black belt and member of the N. Y. Karate Club helps with instruction.

Jean Esquerre, who heads the club, points out that the prime goal of karate is not just for exercise or for self-defense. He refers to the oath club members recite at the end of each session: "To seek perfection in character, to be faithful to our endeavors, to respect others, and to refrain from violent behavior."

If you or any member of your family is interested in joining this new club, stop by the Plant 35 cafeteria either Tuesday or Thursday night and see the action firsthand.

'Beat the Prez'

Golfers! Don't store your clubs for the winter and get out of the swing of things. The "Beat-the-President" — Grumman Aerospace President George Skurla— Tournament is just around the corner.

During the period of October 26 - November 2 you have the chance to better a score George established in a recent round.

Ready to accept the challenge? Here's how you can participate. All golfers must play 18 holes on a regulation course (not pitch-and-putt courses please, you have to beat George on equal ground). Send in your score card to Bob Benn, GAA, Plant 30. (Make sure you include your name, dept. no., and handicap.) All challenges must be attested. If you don't have a club handicap, the Callaway handicap system will be used. Those golfers in the outlying plants must have their entries postmarked no later than November 5.

All golfers who do manage to underscore George will receive a "Beat-the-President" golf bag ID tag for their feat. In the next issue of Plane News will post George's "score to beat." The rest is up to you!

Volleyball, anyone?

Volleyball enthusiasts are welcome to come down to the Pine Avenue School gym in Bethpage on Monday nights from 5:30 to 8:30. For more information, call Tom Wood, Ext. 2377 or 3456.

Many spend lunchtime playing bocce, volleyball, horseshoes

This past summer, Plant 8 personnel spent their lunchtime in heated competition on the bocce courts and in horseshoe pits.

Eight two-man teams battled for the horseshoe championship. After a five-month war, Herb Raeth and John Ege outrung Ron Hazelton and Bob Huml in the finals, 21-11 and 21-18.

On the bocce court, Hazeltine again had to settle for second best along with his teammates, Hank Wagner, Al Ryan and Walter Karl, as the four-man team of Joe Palazzo, Don Moncrieff, Ralph Viskewich, and Bill Biggs swept them off the courts in the best-of-five finale, 21-11, 21-15, and 21-9.

Though competition in bocce and horseshoes has concluded for this year, the lunchtime competitors have moved into the world of tennis. (They've a makeshift court on the parking lot.) And for those interested in cerebral sports, a chess tournament is now underway.

From June to August, over 30 people in the Great River complex spent their lunch hours on an asphalt parking lot turned volleyball court. During the first week of September, the world series of the Great River plants took place with the Guys and Dolls team spiking their way to victory over the Caution squad, 8-21, 21-10, 21-6, and 22-20.

Throughout the season, each of the six volleyball teams participating could only play if there was a female player on the court during the entire game.

Members of the 1974 championship team are: Tom McKeefery, Gary Ferrone, Joyce Pitkowitz, Debbie Schledorn, Stan Stone, Tom Boharty, Ed Urban, and Carmine Femia.

Even dozen. That's how many years the Grumman tennis varsity has managed to capture the L. I. Industrial league crown. Members of this season's winning Blue team are: (l-r standing) Jacques Crouzet-Pascal, Ed Cantrell, Al Kirillin, Tom Adee, Dick Kline, Val Kirillin. (Kneeling) Bill Wenzel, Gus Spyridon, Bill Jaklitsch, and Jay Leng. Not shown are Dick Reade and Tom Guarino. (Photo by Bob Settles)

Blue varsity outshines Gold

It's an understatement to say that the Grumman tennis varsity has built a dynasty in the L. I. Industrial league.

For 12 consecutive years, the Grumman net players have reigned as champions on the tennis circuit. Three years ago, they doubled their forces by entering Blue and Gold teams. And for three seasons, the Blue squad has won the Industrial crown for Grumman.

Along the road to a 13-1 season, the 12-man team has twice defeated Republic Aviation, LILCO, Hazeltine, Pan American, Sperry Gyro, and Grumman Gold, and split with Photocircuits. Workhorses for the champs were Bill Jaklitsch, a newcomer to the varsity who helped win 10 of 12 doubles matches he was involved in, and Gus Spyridon who won all 11 of the doubles matches he participated in. Other members of the Blue varsity are: Jay Leng, Tom Adee, Ed Cantrell, Jacques Crouzet-Pascal, Tom Guarino, Al Kirillin, Val Kirillin, Dick Kline, Dick Reade, and Bill Wenzel.

The Gold team members are: Dick Bergeman, Bob Bentler, Joe DiStefano, Norm Dvoskin, Gerry Fogel, John Hsu, Andy Kaufmann, Marty Klop, Craig Langwost, Dave McKendrick, Wayne Mercer, and Pete Shyprykevich.

They're undefeated

Three years ago the Woodpeckers captured the Tuesday after-hours softball league title. Last season they missed the boat and had to settle for second-place. But this summer, from opening game to the finals, they annihilated their opponents week-after-week while they themselves never tasted defeat.

In the best-of-three final series, the Mets became the last Woodpecker victims, losing 7-13, 6-17. During the playoffs, top sluggers for the champs were: Tom Burghard, .800 with 8 RBIs, and Rob Ogilvie, .563 including 9 hits and 8 RBIs to his credit.

The Woodpeckers certainly had the winning formula this season: 14 games, 14 victories, and 14 different starting line-ups!

On target

On July 21, Ed Brandis of the Grumman Gopher rifle team fell one ring short of perfection. Competing in the '74 Small Bore Rifle Position Regional Championships in Wallington, Connecticut, Ed fired 11 shots dead center from 50 yards away (that's the equivalent of hitting a dime from the same distance.) Using a telescopic sight, he scored 198-11XX out of a possible 200 — enough to win first place in the expert division.

Hole-in-one

Grumman Houstonaut Walter Kowalski surprised fellow golfers and himself while playing on the 160-yard 11th hole of the Glenwood C. C. in Houston. Using a wedge, Walter drove his golf ball from tee to cup in one stroke.

Annual Lynx outing

The Grumman Flying Lynx Golf Club held its annual outing on September 18 at the Huntington C. C. Former Lynx member Pat Cherry, Grumman Corporation Vice President, was on hand to see that everyone had a good time. Winners for the day were: low net - Gene Goltz; low gross - Caesar Roscigno; closest-to-pin - Mike Mikula; longest drive - Tony Uravitch.

Nets tix

Discount tickets — $7 seats for $2 — for the N.Y. Nets vs. Utah Stars on Friday, October 18, are now on sale at the GAA office in Plant 30. Call Herb Mahoney for more information.

Flower show—mum's the word

The last of the Grumman Garden Forum exhibits for 1974—the Fall Flower Show—will be held Wednesday, October 23, in the Plant 5 cafeteria.

Due to the late October show date, chrysanthemums are the top bloomers. But as in past autumn shows (if Jack Frost doesn't put a chill on the exhibit) homegrown fruits and vegetables will provide tough competition for the mums.

All Grumman employees and retirees are invited to exhibit their flowers, fruits, and vegetables. Entries must be in the Plant 5 cafeteria no later than 8:30 a.m. the day of the show. Those employees in outlying plants should contact their Employee Service representatives the day before to make arrangements for their display to be entered.

Variety of classes

Classes for this year's fall exhibit are:

1. Single mum
2. Single spider, spoons, quills
3. Single spray
4. Single dahlias
5. Assortment of mums (5 to 10 blooms)
6. Single seasonal flower
7. Seasonal assortment (5 to 10 blooms)
8. Fruits and vegetables
9. Novice class . . . mums and arrangements
10. Arrangements . . . any type, mums, seasonal, dried, etc.

For further information, call the show managers: Dorothy Kappenberg, Ext. 2114; Alice Miller, Ext. 3851; Mimi Abbatiello, Ext. 9803; or Forum head, Kay Zuk, Ext. 3391.

Queens of diamond. The Bethpage Credit women's softball team won the L.I. Industrial league division III title. Members of the team are: (l-r bottom row) Debbis Kriss, Fran Azoto, Mary Hurford, Cathy Grennan, Pat Hellenbeck, (top row) John Fessel, Bethpage Credit manager, Charlie Gosline (coach), Marilyn Kennedy, Joan Norman, Edyie Gosline, Elena Semertgis, Cathy Paulicelli, team manager John Kennedy, coach Hal Roth. (Photo by Fred Annette)

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